

2. If a vehicle manufactured with an unleaded gas restrictor has been altered or removed a new or reconditioned catalytic converter and unleaded gas restrictor must be replaced before the vehicle passes inspection. (Some newer model vehicles are manufactured without unleaded gas restrictors).

3. An exhaust system shall not be approved if:

- The vehicle has no muffler.
- The muffler, exhaust or tailpipes have leaking joints.
- The exhaust or tailpipes have holes, leaking seams or leaking patches on muffler.
- The tailpipe end is pinched.
- The exhaust system is equipped with muffler cutout or muffler bypass.
- Any part of the system passes through the passenger compartment. [Many mufflers are manufactured with a seep hole. The presence of this hole does not constitute a failure.]

Emission Inspection Procedures

Note: A safety-only inspection is required for model year vehicles of 1996 and newer that are gas operated with a GVWR of 8500 pounds and greater. These vehicles are exempt from the OBD inspection.

Procedures for OBD emissions inspection shall be as follows:

1. Turn the ignition key to the "ON" position but do not start engine and check for Malfunction Indicator Light (MIL) illumination (illumination may be brief).

2. Turn the ignition switch to the "Off" position for at least 12 seconds.

3. Locate the Diagnostic Link Connector (DLC); connect the North Carolina Analyzer System's OBD link to the vehicle's Diagnostic Link Connector. If the Diagnostic Link Connector cannot be located, the test will be aborted.

4. Verify successful communication with the vehicle's OBD system.

Note: If successful communication cannot be established after three attempts, the vehicle fails.

5. Using the North Carolina Analyzer System, scan the vehicle's OBD system to obtain the status of the readiness monitors, Malfunction Indicator Light, and the presence of Diagnostic Trouble Codes (DTC).

6. A vehicle shall be Rejected from an OBD inspection if:

- The Diagnostic Link Connector can not be located and/or
- The number of supported readiness monitors set to "not completed" exceeds the maximum limits based on the vehicle's model year. (See note below)
- The North Carolina Analyzer System shall print out a special vehicle inspection receipt/statement (VIRS) listing the unset readiness codes and advising the motorist on how to proceed.

7. A vehicle shall Pass an OBD inspection if:

- The Malfunction Indicator Light bulb check status is ok and
- The Malfunction Indicator Light bulb is not "ON" with engine running and
- The Malfunction Indicator Light is not commanded on for any Diagnostic Trouble Code and
- The number of supported readiness monitors that are set to "not ready" does not exceed the maximum limits based on the vehicle's model year. (See note below)

8. A vehicle shall Fail an OBD inspection if:

- The Malfunction Indicator Light bulb check status is not ok and/or
- The Malfunction Indicator Light bulb is "ON" with engine running and/or
- The Malfunction Indicator Light is commanded on for any Diagnostic Trouble Code and/or
- The Diagnostic Link Connector has been damaged, tampered with, or is otherwise inoperable.

Note: For model years 1996-2000, a maximum of two (2) readiness monitors may be set to "not ready". For model years 2001 and newer, a maximum of one (1) not completed readiness monitor is allowed.